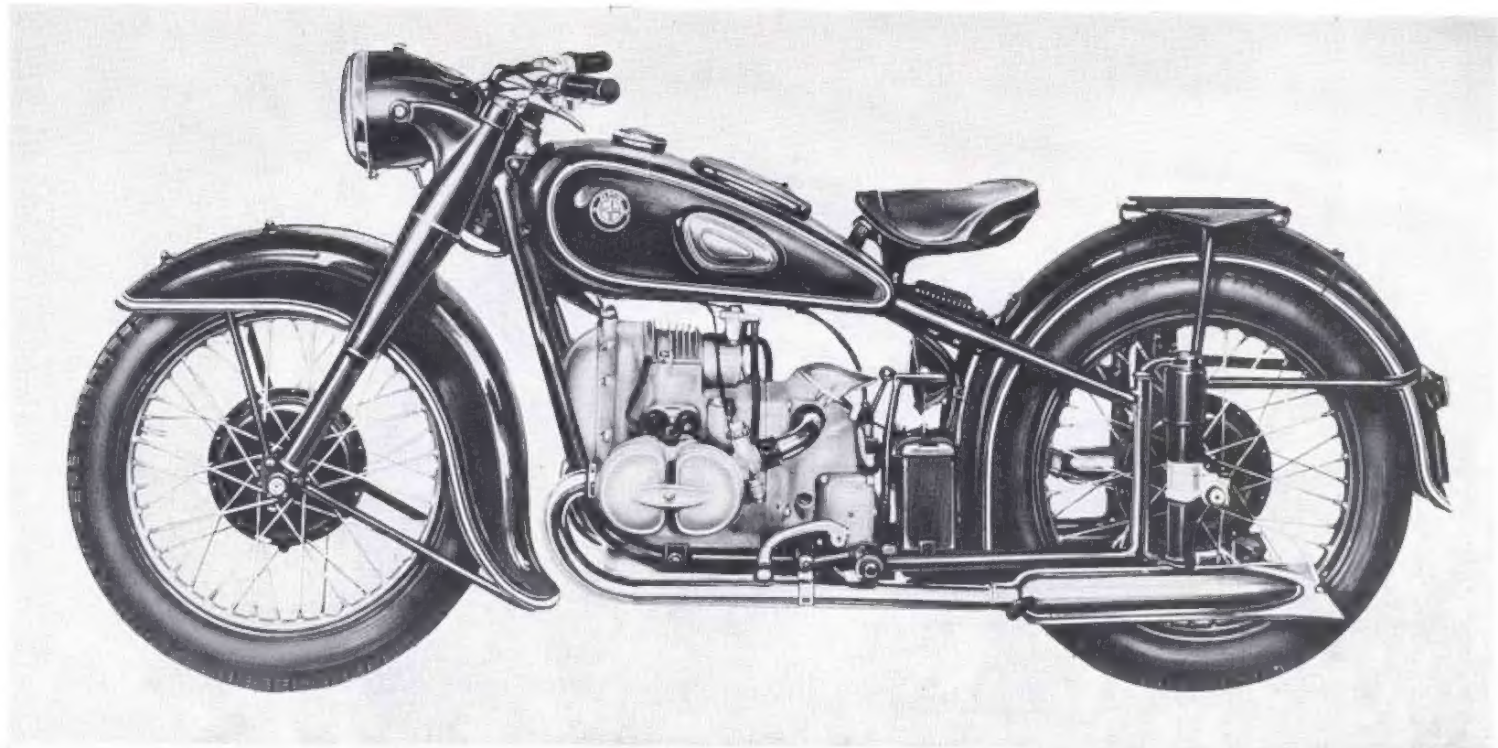




In 1923, the first production model of the BMW motorcycle provided with universal-jointed shaft drive and other revolutionizing improvements attracted the attention of the general public. For twenty-seven years our plant has been building motorcycles, and, during this period, has not only been improving our own models, but by suggesting new ideas, also promoted general development work in the field of motorcycle construction. Based on this wealth of experience we are continuing to build outstanding motorcycles, economical in operation, sparkling in performance, reliable but modest as regards servicing requirements, longlived owing to careful production processes . . . points that the BMW organization has always kept an eye on . . . our new motorcycles worthily continue the traditions of our firm.

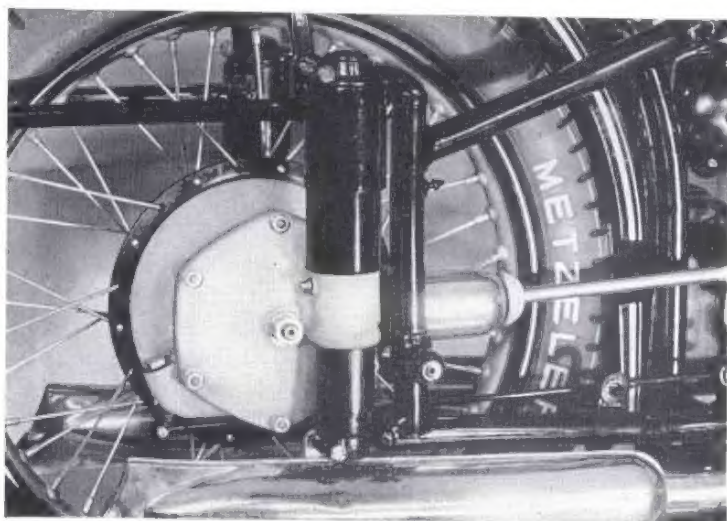
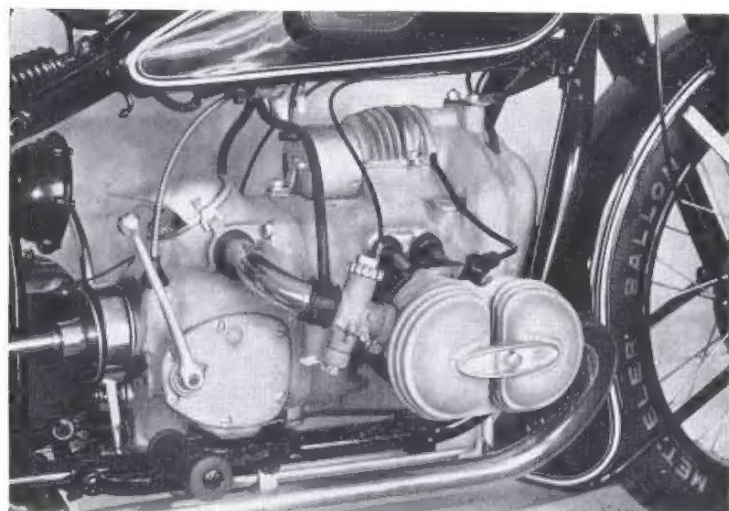


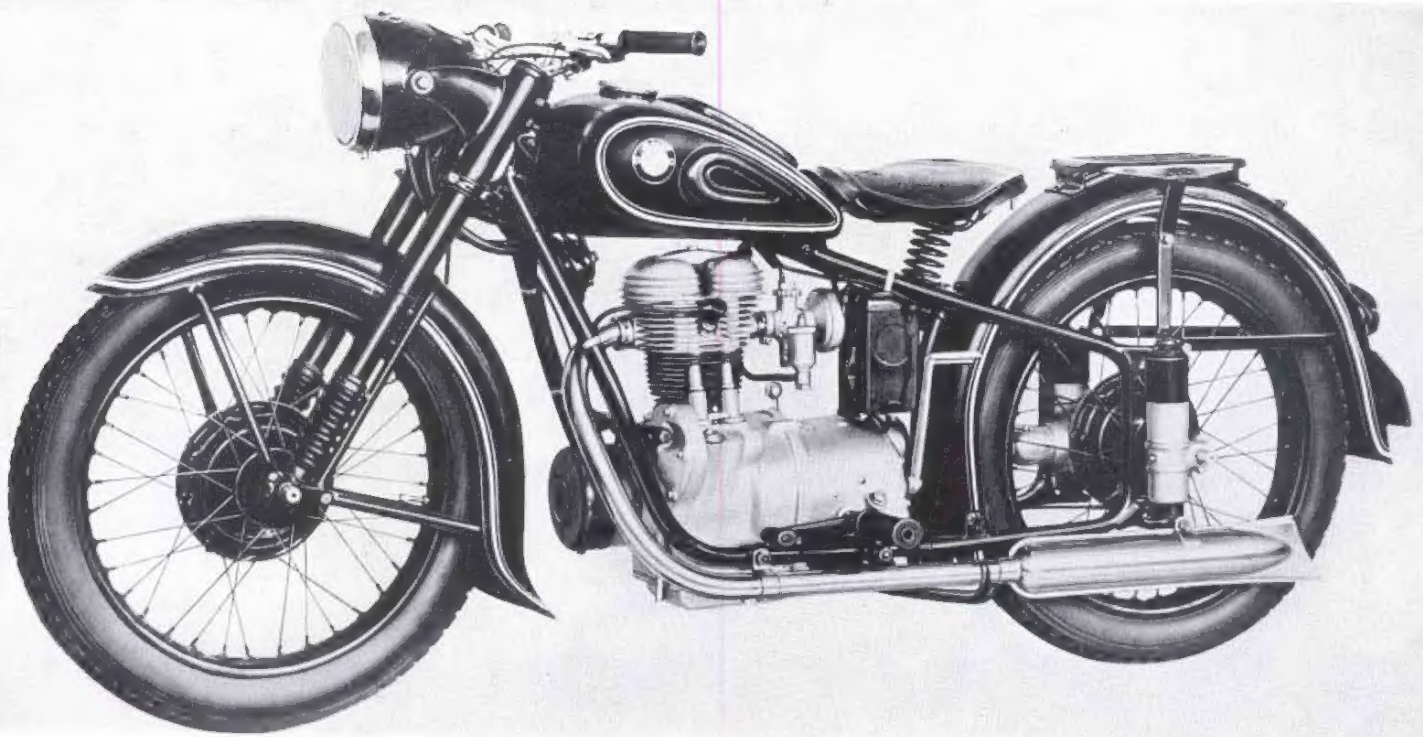
R 51/2 500 cc SPORTS MODEL WITH SHAFT DRIVE **Telescopic Front And Rear Springing.**

Eagerly awaited by all motorcycle enthusiasts, this famous descendant of the motorcycle world's record holder is now again available in an improved model combining the proverbial BMW dependability, smooth balance and roadability in a fast and powerful sports model of acknowledged supremacy.

High performance horizontally opposed twin, overhead valve engine of 500 ccm, 24 HP at 5,800 rpm (continuous operation). Compression ratio 1 to 6.3. Ball bearing crank-shaft, connecting rods on roller bearings. Two down draft carburetors with common hooded air filter with rotating choke slide built into top of gear box casing. Efficiently shaped, extra large, light metal cylinder heads with large surface cooling fins. Divided overhead valve covers. Entire valve gear and push rod assembly enclosed. Transverse cylinders exposed to air stream for efficient cooling. Light alloy pistons. Steel cylinders. Combination wet-sump and force-feed lubrication. Bosch 6 volt-75 watt electrical system. Coil ignition, voltage regulator and distributor in dust-proof, easily removable enclosure. Air-cooled generator. Single plate, durable dry disc clutch. Four speed gear box in unit construction with engine housing. Convenient foot gear change and auxiliary hand shift lever. Shock-free transmission through

cush drive in gear box and shaft drive with rubber couplings and universal joint to a spiral tooth, bevel gear enclosed at rear wheel. Interchangeable wheels with push-out axles. 8" diameter feather-touch brakes. Distortion-proof, tapered, oval-sectioned, steel tube, twin frame electrically welded. Telescoping front and rear springing. Steering damper. Adjustable rubber swing-saddle. 3.8 gallon gasoline tank with tool box. Fuel filter and flexible fuel lines. Streamlined, deep sectioned front and hinged rear fender. Easily adjusted clutch and brake controls. All controls equipped with grease connections. Adjustable handle bars with manual spark control, dipper switch and horn button. Twist-grip throttle. Removable lock in steering yoke. Large headlight with ignition lock, under-lit speedometer, fuse and charge indicator. Tires 3.50 x 19. Weight 408 lbs. Wheel base 58". Top speed 90 m.p.h.





R 25 250cc TOURING MODEL WITH SHAFT DRIVE

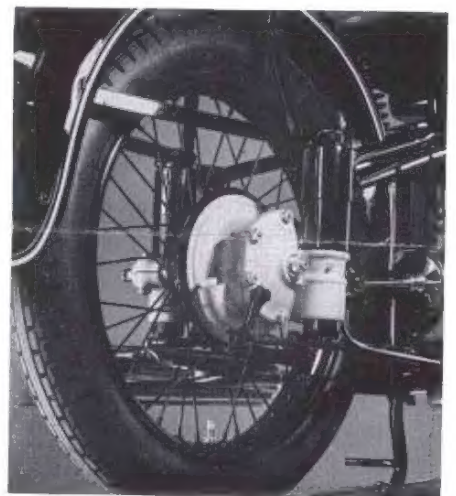
Front and Rear Springing

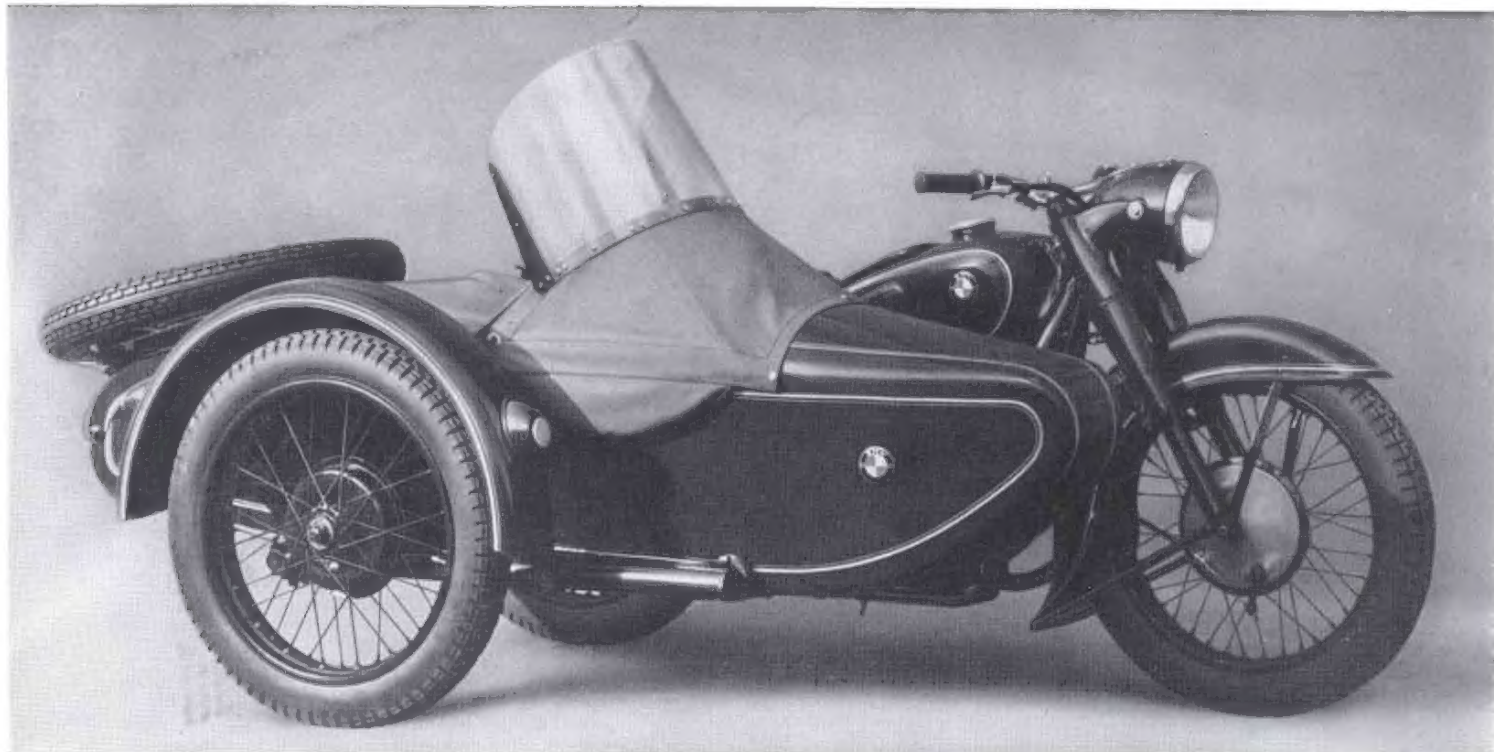
A handsome and economical motorcycle, designed to stand maximum stresses, this machine combines ease of handling with road safety and speed. Durable and reliable as it is, this motorcycle is equally suitable for exacting sports duty, for every day work, or comfortable, tireless touring. Its versatility, handsome design and low fuel consumption will secure this model a large circle of friends and admirers.

One-cylinder four-stroke engine of 12 HP (continuous operation) at 5,600 r.p.m. Compression ratio 6.75 to 1. Light alloy piston. Beautifully shaped, extremely large light-metal cylinder head with large surface cooling fins. Efficient dissipation of heat from entire engine. Overhead valves in cylinder head. Entire valve gear assembly enclosed. Crank shaft on ball bearings, connecting rod on roller bearings. Single valve carburetor with large air filter and choke. Force-feed lubrication.

Durable single-dry disc clutch. Heavy duty, four-speed gear box, in unit construction with crank case. Convenient foot gear change and auxiliary hand shift lever. Power transmission through time-tested, durable shaft drive. All moving parts protected from exposure. Smooth and shock-free transmission by elastic cush drive in gear box and rubber insert in the universal-jointed shaft drive.

Distortion-proof twin steel tubular frame electrically welded. Permanently oil-lubricated telescopic front and rear forks offer cushiony soft springing. All moving parts are carefully protected from dust and dirt. Graceful saddle tank of three gallon capacity with built-in tool kit. Push-out axles on interchangeable front and rear wheels. Generously dimensioned feather-touch internal-shoe brakes. Steering damper. Twist grip throttle. Automatic spark control. Six-volt, sixty-watt battery light and ignition system, including horn. Large Bosch headlight with integral speedometer and ignition lock. Large-surface coil sprung rubber saddle. Removable lock in steering yoke. Adjustable, rubber mounted handle bars. Hinged rear fender. Splash-proof, deep-sectioned front fender. Connection for trouble light under saddle. All controls equipped with grease nipples. Tires 3.25 x 19. Weight 308 lbs. Top speed 75 m.p.h. Wheel base 54".





BMW FLOATING AXLE SIDECAR "SPECIAL"

A fitting companion to the famous opposed twins, this sidecar brings to the enthusiast the expected standard of comfort, roominess, and weather protection. This fast and well-sprung sidecar is equally ready for fast sports trials as for extended cruising.

Four sturdy rods connect the sidecar to the motorcycle. The square-sectioned welded chasis is sprung by a torsion rod. The body is rubber sprung in front and has cantilever type springs in back. The well upholstered seat and back cushions are removable and permit easy entry. A plastic wind-screen and rubber impregnated weathercloth offer maximum protection to the passenger. The spacious luggage compartment

in the rear of the car carries on its top a spare wheel which is interchangeable with the wheels of the motorcycle. This also provides an additional luggage rack.

Weight without spare wheel 211 lbs. Ground clearance of sidecar is 8½". Width of side car and motorcycle 59½". Permissible sidecar load 265 lbs.



BMW MOTORCYCLES

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L. HARASTY
U. S. REPRESENTATIVE